

# The Hongkong Telegraph.

No. 2.

SEPTEMBER 19, 1882.

FIVE DOLLARS  
PER QUARTER.

**THE HONGKONG TELEGRAPH.**  
PUBLISHED DAILY, except on Sundays and Public Holidays.  
Printed and Published by **JOHN L. BARNES**, at the "HONGKONG TELEGRAPH" Press, No. 11, Queen's Road Central, Hongkong.  
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**SAYLE & CO.**  
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
No. 38, QUEEN'S ROAD CENTRAL.  
In addition we shall show some very cheap lines in autumn dress materials, shawl, wool, shawls, ladies' boots and shoes, imported ex recent arrivals.  
GENERAL CASH DISCOUNT.  
SAYLE & CO.  
VICTORIA EXCHANGE, HONGKONG.  
[79]

**NOTICES OF FIRMS.**  
**THE "GEE CHEONG" COMPANY.**  
NOTICE is hereby given that JOAQUIN BARRERA, LIM JAP, CHOY LIN SENG, LUM GEOK THOR, LUM HUM LUI, and CHUI KONG TEANG, are PARTNERS in the "GEE CHEONG" COMPANY, and Trading as MERCHANTS, at No. 60, Bonham Strand.  
QUEY CHOE is the Chief Manager, and LUK SOW THEEN is ASSISTANT MANAGER of the Company.  
JOAQUIN BARRERA, LIM JAP.  
Hongkong, 12th September, 1882. [630]

**Shipping.**  
**FOR MANILA (DIRECT).**  
THE Spanish Steamship  
"REMEDIOS" will be despatched as above on SATURDAY, the 23rd instant, at FOUR P.M.  
For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, 16th September, 1882. [630]

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**For Sale.**  
**KELLY & WALSH'S**  
SECOND LIST OF STANDARD WORKS  
AND POPULAR NOVELS  
AT  
**TWENTY-FIVE CENTS EACH.**  
The Rule of the Monk..... General Garibaldi.  
The Vicar of Bray..... Thomas Carlyle.  
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The Vicar of Bray..... R. Green.  
The Vicar of Bray..... Kelly & Walsh-Hongkong.  
[559]

**Intimations.**  
**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended 30th June, 1882, on or before 30th September, on which date the Accounts will be CLOSED.  
By Order of the Board of Directors,  
R. COOKE,  
Acting Secretary.  
Hongkong, 28th August, 1882. [590]

**Shipping.**  
**FOR PORT DARWIN, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE.**  
Taking Cargo at through rates for ADELAIDE, all NEW ZEALAND, and TASMANIAN PORTS, NEW CALEDONIA, and FIJI.  
THE Steamship  
"EUXINE" will be despatched as above on FRIDAY, the 23rd instant, at FOUR P.M. instead of the Steamship "CASSANDRA" as previously notified.  
For Freight or Passage, apply to  
GEO. R. STEVENS & Co.  
Hongkong, 18th September, 1882. [631]

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**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, AND CLOCK-MAKERS,  
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
SOLE AGENTS  
for Louis Audemars' Watches: awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPIGLASSES.  
No. 38, QUEEN'S ROAD CENTRAL. [447]

**Intimations.**  
**MANUFACTURER OF THE LONDON AERATED WATER.**  
7, BEACONSFIELD ARCADE, (Opposite the City Hall).  
Having lately purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.  
SUPERIOR QUALITY.  
Consumers should try these carefully.  
THREE DOZEN FOR ONE DOLLAR.  
All Orders and Communications should be addressed to The Factory.  
7, BEACONSFIELD ARCADE.  
Hongkong, 11th April, 1882. [345]

**Shipping.**  
**FOR KUDAT AND SANDAKAN (BRITISH NORTH BORNEO).**  
THE Steamship  
"HAINAN" will be despatched as above about the Middle of October.  
For Freight or Passage, apply to  
HURLEY & Co.  
Hongkong, 18th September, 1882. [633]

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Acting Secretary.  
Hongkong, 28th August, 1882. [590]

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Hongkong, 28th August, 1882. [590]

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Hongkong, 18th September, 1882. [631]







# The Hongkong Telegraph.

No. 204.

TUESDAY, SEPTEMBER 19, 1882.

FIVE DOLLARS  
PER QUARTER.

## For Sale.

LANE, CRAWFORD & CO.

NEWS AGENCY  
DEPARTMENT.

THE NEW LIST FOR  
NEWSPAPERS AND  
PERIODICALS FOR 1883,  
IS NOW READY AND  
WILL BE SENT ON  
APPLICATION.

SUTTON'S VEGETABLE &  
FLOWER SEEDS.

JUST RECEIVED.  
PLEASE APPLY FOR  
CATALOGUE OF  
THIS SEASON'S  
VARIETY.

PARCEL EXPRESS  
AGENCY.

IN CONNECTION WITH  
WHEATLEY & Co., LONDON,  
PACKAGES FORWARDED TO  
LONDON BY EACH P. & O.  
MAIL AND DELIVERED  
TO ANY ADDRESS IN THE  
UNITED KINGDOM.  
LANE, CRAWFORD & Co.  
Hongkong, 28th August, 1882. [296]

## Insurances.

YANGTSE INSURANCE  
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and  
ACCUMULATIONS, 8th  
May, 1882.....Tls. 940,553.95

DIRECTORS.  
H. DE C. FORBES, Esq., Chairman.  
J. H. PINCKVOSS, Esq., Wm. MEYERINK, Esq.,  
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
—68 and 69, Cornhill, E.C.

POLICES GRANTED ON MARINE RISKS to all  
parts of the world.  
Subject to a charge of 12 per cent. for interest  
on Shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business (whether  
Shareholders or not) in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.  
Hongkong, 13th May, 1882. [53]

THE SOUTH BRITISH FIRE AND  
MARINE INSURANCE COMPANY  
OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).  
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed  
Agents for the above Company, are prepared to  
ACCEPT FIRE AND MARINE RISKS at Current  
Rates, allowing usual discounts.

GEO. R. STEVENS & Co.  
Hongkong, 14th March, 1882. [164]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33.  
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.  
LEE SING, Esq., LEE YAT LAU, Esq.,  
LO YEOK MOON, Esq., CHU CHIK NUNO, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at  
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 1st September, 1882. [601]

THE CITY OF LONDON FIRE INSURANCE  
COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000.  
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed  
Agents for the above Company, are prepared to  
ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.  
Hongkong, 14th March, 1882. [165]

THE UNDERSIGNED HAVE BEEN APPOINTED  
AGENTS TO THE NEW YORK BOARD  
OF UNDERWRITERS.

ARNHOLD, KARBURG & CO.  
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN  
SHIPPING.

ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,  
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c.—Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 1st February, 1882. [81]

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-MORROW,  
the 20th day of September, 1882, at THREE P.M.,  
on the Premises—

ALL that PIECE or PARCEL of GROUND  
Registered in the Land Office as SUB-  
SECTION No. 3 of SECTION A of  
MARINE LOT No. 97, measuring North  
and South sides 64 feet, East and West  
sides 50 feet. Together with the 4 HOUSES  
in Queen's Road West, Nos. 309, 311, 313,  
and 315. Yearly Crown Rent £75.11.

Particulars apply to  
J. M. GUEDES,  
Auctioneer.  
Hongkong, 13th September, 1882. [624]

PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction, on  
SATURDAY,  
the 23rd day of September, 1882, at THREE P.M.,  
on the Premises—

ALL that PIECE or PARCEL of GROUND  
Registered in the Land Office as INLAND  
LOT No. 90, measuring North 80 feet, South  
88 feet, East 167 feet, or total 14,720  
square feet. Yearly Crown Rent £36.7.7.  
For 999 years from the 28th August, 1844.  
Together with the 25 Newly Built HOUSES  
erected thereon in Gough Street, Nos. 24  
to 34, Nge-On Lane, Nos. 1 to 13, and  
Hollywood Road, Nos. 29, 29A to E, will be  
Sold in Separate Lots as per Plan.

For Further Particulars and Conditions of Sale,  
apply to  
J. M. GUEDES,  
Auctioneer.  
Hongkong, 18th September, 1882. [635]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auc-  
tion, on  
SATURDAY,  
the 30th September, 1882, at THREE P.M., on  
the Premises—

ALL that PIECE or PARCEL of GROUND  
Registered in the Land Office as INLAND  
LOT No. 282A, measuring on the North and  
South sides 35 feet, on the East and West  
sides 88 feet or 3,080 square feet. Yearly  
Crown Rent £8.7.7 for 999 years from 5th  
December, 1854. Together with the 6  
HOUSES Nos. 121, 123, 125, 127, 129, and  
131, Hollywood Road.

For Further Particulars and Conditions of  
Sale, apply to  
J. M. GUEDES,  
Auctioneer.  
Hongkong, 18th September, 1882. [636]

## To be Let.

TO LET.

NO. 4, OLD BAILEY STREET.  
No. 9, SEYMOUR TERRACE.  
Nos. 2 AND 4, PEDDAR'S HILL.  
No. 6, QUEEN'S ROAD CENTRAL, lately  
occupied by PACIFIC MAIL STEAMSHIP  
COMPANY.

Apply to  
DAY & ASSOCIATES, Sons & Co.  
Hongkong, 24th July, 1882. [74]

TO BE LET.

THAT LARGE AND COMMODIOUS  
HOUSE, No. 14, Arbuthnot Road, at  
present in the occupation of Dr. FISHER.

Apply to  
J. A. DE CARVALHO.  
Hongkong, 31st August, 1882. [596]

STORAGE.

THE Undersigned are prepared to take Goods  
on STORAGE at their GODOWNS. En-  
trance from Praya and Queen's Road Central.

TERMS MODERATE.

Apply to  
ROSE & Co.,  
31 and 33, Queen's Road.  
Hongkong, 30th June, 1882. [266]

## For Sale.

A THURSTON'S ENGLISH BILLIARD  
TABLE (full size) with CUES, RACKS,  
PYRAMID BALLS, and COMPLETE FITTINGS. A  
Reasonable Price will be taken.

Apply for Particulars to  
A. B. C.,  
Office of Hongkong Telegraph.  
Hongkong, 18th September, 1882. [637]

FOR SALE.

ON BOARD of the British Steamer  
"CAIRNSMUIR,"

FOR ACCOUNT OF WHOM IT MAY CONCERN.  
6 VENTILATORS.  
2 STEAM BOILERS for Cooking, with House  
and Pipe.

2 COOK HOUSES with Boilers.  
1 COOK HOUSE.  
2 WATER CLOSETS.

4 BOOBY HATCHES.  
2 DECK HOUSES.  
10 CASKS BEEF and PORK.

27 WATER CASKS.  
7 HOLD LADDERS.  
24 BASKETS.

A Quantity of WOOD comprising Lower Deck  
and Bunks and Fittings of Two Decks.  
3 Small BOOBY HATCHES.

Apply ON BOARD.  
Hongkong, 12th September, 1882. [622]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.  
Quarts.....\$25 per Case.  
Pints.....\$25 per Case.

Apply to  
MELCHERS & Co.,  
Hongkong, 2nd March, 1882. [432]

## Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

ON AND AFTER  
MONDAY

SEPTEMBER 4TH, 1882.

WE SHALL HOLD OUR HALF-YEARLY CLEARANCE SALE  
OF  
SURPLUS SUMMER STOCK OF DRESSES, SILKS, REMNANTS,  
&c., &c., &c.

IN ADDITION WE SHALL

SHOW SOME VERY CHEAP LINES IN AUTUMN  
DRESS MATERIALS, SHETLAND WOOL SHAWLS, LADIES' BOOTS AND SHOES,  
&c., &c., &c.

IMPORTED EX RECENT ARRIVALS.

A LIBERAL CASH DISCOUNT.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 2nd September, 1882. [79]

## For Sale.

KELLY & WALSH'S

SECOND LIST OF STANDARD WORKS  
AND POPULAR NOVELS

AT  
TWENTY-FIVE  
CENTS EACH.

The Rule of the Monk.....General Garibaldi.  
Hero Worship.....Thomas Carlyle.

John Inglesant (the Novel which has produced so  
great a sensation in England).....  
The Innocents Abroad.....Mark Twain.

Pickwick Papers.....Charles Dickens.  
Henry Esmond.....W. M. Thackeray.

Cesar, a Sketch.....A. Froide.  
My Love.....Mrs. E. Lynn Linton.

Afloat and Ashore.....Fennimore Cooper.  
Daniel Deronda.....George Eliot.

MacLeod of MacLeod.....Wm. Black.  
Robert Falconer.....Geo. MacDonald.

On Horseback through Asia Minor.....Capt. Burnaby.  
Jack Hinton.....Charles Lever.

Felix Holt.....George Eliot.  
Miss Mackenzie.....Anthony Trollope.

The Scam Side.....Besant and Rice.  
Iris.....Mrs. Randolph.

Spinosa.....Berthe Auerbach.  
Oranleighs of Bishop's Folly.....Miss Lever.

Stratmore.....Ouida.  
Held in Bondage.....Ouida.

Folle Farine.....Ouida.  
Barbara's History.....Amelia B. Edwards.

Harold Tracy.....J. F. Smith.  
The Frores.....Mrs. Alexander.

The Emperor.....George Ebers.  
My Marriage.....Geo. MacDonald.

The Vicar's Daughter.....L. R. Comfort.  
Wild and Willful.....L. R. Comfort.

Could Aught Aton.....Jane Porter.  
The Scottish Chiefs.....Robt. Buchanan.

The Martyrdom of Madeleine.....Robt. Buchanan.  
The Duke's Children.....Anthony Trollope.

Sweet Nineteen.....F. W. Robinson.  
On the Heights.....Berthold Auerbach.

Castle and Town.....Francis Mary Peard.  
Stern Necessity.....F. W. Robinson.

Crocodile Nowell, (2 parts).....R. D. Blackmore.  
Dorothy's Venture.....Mary Cecil Hay.

A Harvest of Wild Oats.....Florence Marryat.  
No Man's Friend.....F. W. Robinson.

Paul Faber, Surgeon.....Geo. MacDonald.  
Alice Bridge of Norfolk.....Andrew Reed.

Thillence Oblige.....Mrs. J. K. Spender.  
No Death us do Part.....Helen Mathers.

The Woeing O.T.....Mrs. Alexander.  
Life and Adventures of Davy Crockett.....

The Beautiful Miss Barrington.....Holme Lee.  
Hard Cash.....Charles Reade.

Joseph's Coat.....D. Christie Murray.  
Jack Doyle's Daughter.....R. E. Francillon.

Reputed at Leisure.....F. W. Robinson.  
Unknown to History.....Miss Yonge.

Union Fay.....Anthony Trollope.  
Richelieu.....G. P. R. James.

Archie Lovell.....Mrs. Edwards.  
The Honorable Miss Ferrard.....May Laffan.

The Cantons.....Bulwer Lytton.  
The White Fields of France.....Dr. Bonar.

Glencairn.....Lady Duffus Hardy.  
A Brave Lady.....Miss Mulock.

Thrown Together.....Florence Montgomery.  
Her Face was her Fortune.....F. W. Robinson.

The Robbery of the Orphan.....F. Du Boisgoyse.  
The Brigs of Yarrow.....Chas. Clibborn.

Life of Chas. J. Fox.....G. C. Travellian, M.P.  
Doctor L'Estrange.....Annette Lyster.

The Bubble-Reputation.....Katherine King.  
Extracts from Journals and Letters of Caroline Fox.

The Conquest of Cain.....Mrs. Cashel Hoey.  
Sir Christopher Wren.....Lucy Phillimore.

Rescued.....Mrs. Randolph.  
The Sherlocks.....John Saunders.

One May Day.....Miss Grant.  
Life of Chas. James Matthews.....V. W. Johnson.

Two Old Cats.....V. W. Johnson.  
Memoirs of Prince Metemich, (4 parts) 1773-1815.

The Making of England.....A. R. Green.  
KELLY & WALSH—HONGKONG.

Hongkong, 11th September, 1882. [559]

G. FALCONER & CO.

WATCH AND CHRONOMETER  
MANUFACTURERS

AND  
JEWELLERS.

NAUTICAL INSTRUMENTS,  
CHARTS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [434]

A FONG.

PHOTOGRAPHER.

HAS  
A LARGER COLLECTION OF VIEWS  
THAN ANY OTHER IN CHINA.

MINIATURES PAINTED ON IVORY  
FROM.....\$7.00.

OIL PAINTINGS ON CANVAS  
FROM.....\$5.00.

Cartes de Visite, Cabinet, and all other Styles  
of Portraits at equally moderate prices  
executed under the supervision and  
management of  
D. K. GRIFFITH,  
Studio 8, Queen's-road. [510]

## Notices of Firms.

NOTICE.

THE "GEE CHEONG" COMPANY.

NOTICE is hereby given, that D. JOAQUIM  
BARRERA LIM JAP, CHOY LUI  
SUNG, LUM GEOK THOR, LUM HUM LUI,  
and CHUI KONG TEANG, are PARTNERS  
in the "GEE CHEONG" COMPANY and  
Trading as MERCHANTS, at No. 60, Bonham  
Street.

QUEY CHOE is the CHIEF MANAGER, and  
LUK SOW THEEN is ASSISTANT MANAGER of  
the Company.  
JOAQUIM BARRERA LIM JAP.  
Hongkong, 12th September, 1882. [620]

## Intimations.

HONGKONG & WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are  
requested to send in a Statement of  
BUSINESS Contributed during the half-year  
ended 30th June, 1882, on or before 30th  
September, on which date the Accounts will be  
CLOSED.

By Order of the Board of Directors,  
R. COOKE,  
Acting Secretary.  
Hongkong, 28th August, 1882. [590]

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON  
AERATED WATERS.  
7, BEACONSFIELD ARCADE,  
(Opposite the City Hall)

Having lately purchased the entire Machinery  
of the late Mr. E. CHASTEL'S  
SODA WATER FACTORY  
is now prepared to execute the largest orders  
for every description of Aerated Waters with  
promptness and despatch.

SUPERIOR QUALITY.  
Consumers should try these carefully  
Manufactured.

SPARKLING WATERS.  
THREE DOZEN FOR ONE DOLLAR.  
All Orders and Communications should be ad-  
dressed to 7, BEACONSFIELD ARCADE.

Hongkong, 11th April, 1882. [225]

J. AND R. TENNENT'S ALE AND  
PORTER.

DAVID CORSAIR & SONS'  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
CROWN

ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1881. [458]

HONGKONG TIMBER YARD,  
WAN CHAI.

OREGON PINE SPARS AND LUMBER  
ALWAYS ON HAND.  
L. MALLORY,  
Proprietor.  
Hongkong, 24th June, 1881. [495]

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros,  
Vegueros, Regalins, Londres, Nuevo Ha-  
banos of all makes, quality guaranteed. TOBACCOS  
of all Brands, at moderate prices. FANCY GOODS  
from the Parisian markets, Meerschaum Pipes,  
Jewellery of Choice Designs. Sun Hats, &c., &c.,  
Commissions Executed.

JOSE M. BASA.  
No. 51, B, QUEEN'S ROAD, CENTRAL.  
Hongkong, 1st May, 1882. [297]

## Mails.

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;

via  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship  
"ARABIC,"

will be despatched for San Francisco, via Yoko-  
hama, on THURSDAY, the 28th September, at  
NOON. To be followed by the Steamship  
"OCEANIC" on WEDNESDAY, the 11th  
October, at NOON.

Connection being made at Yokohama with  
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San Fran-  
cisco for China or Japan (or vice versa) within  
six months, will be allowed a discount of 20 per  
cent. from Return Fare; if re-embarking within  
one year, an allowance of 10 per cent. will be  
made from Return Fare. Pre-Paid Return  
Passage Orders, available for one year, will be  
issued at a Discount of 25 per cent. from Return  
Fare. These allowances do not apply to through  
fares from China and Japan to Europe.

Consular Invoices to accompany Overland,  
Mexican, Central, and South American Cargo,  
should be sent to the Company's Offices, ad-  
dressed to the Collector of Customs, San Fran-  
cisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

F. E. FOSTER,  
Agent.  
Hongkong, 4th September, 1882. [193]

## Shipping.

FOR MANILA (DIRECT).

THE Spanish Steamer  
"EMUY,"

Ortuzar Master, will be despatched as above,  
on SATURDAY, the 20th instant, at FIVE  
O'CLOCK P.M.

For Freight or Passage, apply to  
REMEDIOS & Co.,  
Hongkong, 16th September, 1882. [629]

FOR PORT DARWIN, COOKTOWN,  
TOWNSVILLE, BRISBANE, SYDNEY  
AND MELBOURNE.

(Taking Cargo at through rates for ADELAIDE,  
all NEW ZEALAND and TASMANIAN PORTS,  
New CALEDONIA and Fiji.)

THE Steamship  
"EUXINE,"

Captain Peters, will be despatched as above, on  
FRIDAY, the 22nd instant, at FOUR P.M., in-  
stead of the Steamship "CASSANDRA," as  
previously notified.

For Freight or Passage, apply to  
GEO. R. STEVENS & Co.  
Hongkong, 18th September, 1882. [631]

FOR MANILA (DIRECT).

THE Steamship  
"ROMULUS,"

Captain Tremoy, will be despatched as above, on  
SATURDAY, the 23rd instant, at FOUR P.M.

For Freight or Passage, apply to  
DUNN, MELBYE & Co.  
Hongkong, 18th September, 1882. [632]

FOR KUDAT AND SANDAKAN.  
(BRITISH NORTH BORNEO.)

THE Steamship



## Intimations.

A. S. WATSON & CO.  
SUMMER REQUISITES.

PRICELY HEAT LOTION.

CARBOLIC SOAP.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

SALT ZOGENSE.

EYE PROTECTORS.

EART PLUGS.

FOR USE IN BATHING.

FRUIT SYRUPS.

VIN-SANTE.

FELLOW'S SYRUP.

OSGOOD'S INDIAN CHOLAGOGUE.

A. S. WATSON &amp; CO.

CHEMISTS, DRUGGISTS

AND

AERATED WATERS

MANUFACTURERS.

HONGKONG DISPENSARY,

HONGKONG.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, SEPTEMBER 19, 1882.

Under the heading, "General Unreliability," the San Francisco Bulletin writes as follows:—Many of the deliberate misstatements circulated by the hired apologists of the new slavery are meeting with speedy refutation. The open letter of Commodore SHUFFELDT to Minister SARGENT, published in the Bulletin some time ago, was a valuable contribution to the literature of the Chinese question. It gave expression to the views of an officer of high rank in our navy who, from the fact that he was attached temporarily to our legation at Peking, had exceptional opportunities for forming sound opinions, upon the impolicy of encouraging Chinese immigration. It was laid before the public just at the height of the discussion of the Chinese problem, and must have exercised a powerful effect upon all men capable of forming judgments of their own. It was necessary, therefore, for the Chinese falsehood factories to turn out some work at once for the purpose of breaking down the officer who had placed such a heavy obstacle in the way of the consummation of their schemes.

It was given out that the letter in question was read to Li HUNG CHANG, the Viceroy and Governor of Chihli, who is the most powerful man in the Empire, and that he had expressed great indignation that an officer who had received so many courtesies at the hands of the Chinese Government should write so free a criticism. To the person capable of reading between the lines, it was evident that there was nothing here but a very clumsy attempt to translate a well known peculiarity into Chinese. It is the notion in some quarters that the foreigner visiting a country who receives any hospitality, private or public, forfeits by acceptance the right to see things with his own eyes. The proposition is that the man who accepts a dinner or favor in a foreign land, sells himself, body and soul. But Commodore SHUFFELDT is now on the ground. In an interview published in a contemporary on Sunday, he stated that "he had been informed by our Consul-General at Shanghai, in a letter, that the Viceroy, Li HUNG CHANG, has written to him, asking if he thought that he (the Commodore) would return to China for the purpose of carrying out the other project—namely, the reorganization of the Chinese navy, as the Commodore's letter

to A. A. SARGENT had awakened him to the absolute want of war power in China."

But when the story of which the above refutation is now given, was first concocted, it was felt that there was a necessity to be more specific as to the exact part of the Commodore's letter which was causing dissatisfaction in China. It was accordingly alleged that the *corpus delicti*, was a phrase which referred lightly to the morals of the surviving Empress. The notion was at once seized upon that the female ruler of China was a sort of Queen Victoria, who mourned in private over her lost lord and could not be comforted. English experience was at once spread over China, to the effect that the four hundred millions, more or less, resident in the Central Flowery land, were daily edified by the spectacle of that sincere and chaste widowhood. But the ideas to which expression was thus given, would not be understood by the Chinese. Anybody who has taken the trouble to study the manners and customs of that ancient people need not be told that their ideas of morality do not at all square with ours. What we call immorality in a great many cases is no immorality at all there. Women are openly bought and sold. Concubinage is a law of the Empire. The absolute nonsense of much that was asserted in this connection therefore becomes at once apparent. It is not difficult to trace this work to its real source. It was done by the white employees of the Chinese, who know little of their own country and less of China, and who therefore feel no hesitation in applying the rules of civilization to a people who have made no progress in two thousand years, and whose manners, customs, and modes of thought are in no way formed on our models.

But this looseness of statement is not by any means confined to those who are employed by the Chinese in this country to do their work. The same contempt for the truth observable among Chinese offenders in the Police Court is found in the highest Chinese official class. The Chinese Ambassador at Washington did not hesitate to falsify the record of the late negotiations at Peking in relation to the meaning to be attached to the word "laborers" in the treaty, when he thought it would serve his purpose. The President of the United States, having examined the record, gave judgment in that matter against his veracity. The same individual also set going the story that there is a large number of Chinese in Cuba who desire to make a long and expensive detour on their way home through the United States, which enlarged and embellished, has since caught the one or two railroads which it was expected to ensnare. The utter worthlessness of the statement was shown up in this city, as soon as it was made. Unexpected confirmation of what was then advanced was recently furnished by a New York merchant formerly resident in Havana, who stated that forty was the largest number of Chinamen he ever knew to leave that place at one time for their home; that they can reach China by a much cheaper route than that of the United States; that by sailing vessel and steamship the cost would only be \$60 against \$100 overland by way of San Francisco.

These facts are rehearsed for the purpose of showing that on no branch of the so-called Chinese question can reliance be placed on the statements either of the Celestials, or their adherents and abettors. There is a fabrication mill at work in this city which is perhaps the most active of all which are engaged in the business. There is another in operation in Washington. All exhibit the handwork of veteran lobbyists, but on questions which are evidently beyond their depth. When they talk of other lands they are very apt to show their hands very plainly. But notwithstanding the fusillade of misrepresentation to which he has been subjected, it is gratifying to see that Commodore SHUFFELDT has not modified in the least the opinions to which he gave expression in the letter originally published in the *Bulletin*. In the interview to which reference has been made he is reported to have said:—"His idea was that the introducing of an alien race into the country upon precisely the same terms and for the same reasons which initiated and brought about the introduction of the negro into America 200 years ago, namely, cheap labor, will eventually produce another servile war of secession. For his own part, he would rather see the same number of negroes brought into the Eastern States on the plea of cheap labor, because then it would at least be the evil of only one inferior race to contend with. He could not consider restricted immigration to be an unfriendly act towards China, because in her treaties with us, the rights and privileges of Americans are restricted to a few open ports, and trade and travel in the interior utterly prohibited, and it might be asked, 'What would China think or say if four or five thousand of the lowest class of Americans were landed every month in any one of her ports, as the Chinese have been landed in San Francisco?'"

## TELEGRAMS.

LONDON, 18th September.  
THE BRITISH HEAD-QUARTERS AT CAIRO.

The British Head-quarters have been established at Cairo and the base at Alexandria.

REFUSAL OF DAMIETTA TO SURRENDER.

The Garrison of Damietta refuses to surrender.

LOCAL AND GENERAL.

THE *China* docked at Kowloon, last night; the *Romulus* went on the Patent Slip at Kowloon to day.

AN Emergency Lodge of St. John's, No. 618, will be held at Freemason's Hall, Zetland Street, to-morrow night, the 20th instant, at 8 o'clock for 8.30, precisely.

A CONVOCATION of Emergency of United Royal Arch Chapter No. 1341, will be held in Freemason's Hall, Zetland Street, on the evening of Thursday, the 21st instant, at 9 o'clock, precisely.

We would remind our readers of the dramatic performance to be given at the Theatre Royal, City Hall, this evening, for the benefit of the "Telegraph Fund" in connection with the recent libel case. The programme, which includes Selby's favorite musical interlude, "The Bonnie Fish Wife," and Charles Dance's famous comedieta, "Delicate Ground," is a very attractive one, and should provide a capital evening's amusement.

THE cases at the Police Court this morning were mostly of the usual sort, viz; selling dried fish, ducks, and other choice comestibles outside the markets, with a little variation in the throwing rubbish line, and a few petty larcenies. Ng Chin Sing, a house boy in the employ of Mr. W. L. Gordon, was treated to six weeks' hard labor for appropriating the sum of \$6.10 the property of his master, and being concerned in the disappearance of another \$63, which has not been very clearly traced, the boy and some others, not in custody, being supposed to be the sleight of hand gentry who spirited away the Mexicans.

SAYS the Nagasaki *Express* of the 9th inst.—H. B. M.'s gunboat *Kestrel* arrived from the North on Monday afternoon, and the same night the *Zephyr* arrived from Port Hamilton with orders from the Admiral for the *Kestrel* to proceed immediately to Foochow; but owing to one of the crew of the *Kestrel* being missing she did not leave until 7.30 on Tuesday morning. Shortly after leaving she fell in with the *Vigilant* and was ordered to return in company. The *Cleopatra* and *Albatross* also arrived early the same morning. The *Kestrel* left, for the second time, at 9 p.m., bound to Foochow. The *Swift* and *Magpie* arrived on Wednesday. On Thursday the *Cleopatra* took her departure, and was followed by the *Albatross* on Friday, both bound to the north of Korea. The *Vigilant* and *Swift* leave early on Monday next; and in all probability the *Zephyr* and *Magpie* will leave a day or two later. The *Daring* is expected on Wednesday.

AN ingenious lieutenant in a French regiment has just been involved in serious trouble through practicing spiritualism. It transpires that he had with his mistress obtained lodgings in the house of a widow lady who was a profound believer in spiritualism. The pair having once gained admission to the house fell in with the old lady's views and the gentleman became a most energetic convert to spiritualism. The old lady was delighted at having made a convert, and when her pupil had become an adept she began to receive through the latter messages from her deceased husband. In the first place messages merely took the form of endearing words, accompanied by little packets of sweetmeats and bouquets, but after a short time the "late lamented" informed his widow that he had left a few small debts which he wished to pay himself, and that she was to place the money in a box at a certain place. The old lady duly placed the money in the box; and would doubtless have gone on at the same game had not some relatives stepped in, and the result is that one member of the loving pair will languish in goal for the space of "twelve moons."

THE Minneapolis *Lumberman* has an article on the gigantic trees of Australia, of which the following is an extract:—"The trackless forests in the west of Tasmania contain huge timber, and bushmen report that they have met with specimens of eucalyptus measuring 200 feet from the ground to the first branch, and fully 350 feet in all. Until 1873 there was standing on the eastern slope of Mount Wellington, within four miles of Hobart Town, a eucalyptus which measured 86 feet in girth and more than 300 feet in height, and its ruined bole still forms a grim chamber in which many a merry party have enjoyed a picnic. The famous tree of the Huon forest measures 70 feet in girth six feet from the ground, and is stated to be 240 feet high, but in the deep gorges of this grand forest the writer has seen higher trees than this, though not of quite equal circumference. But Victoria also claims the glory of holding the biggest of all the living 'big trees' in the world, so far as height is concerned. In the Dandenong district at Fernshaw has recently been discovered a specimen of eucalyptus amygdalina, or almond-leaved gum, which has been accurately measured as reaching the enormous height of 380 feet before throwing out a single branch, and 430 feet to the top, and having a girth of 60 feet at some distance above the ground. Some idea of what a height of feet represents may be gained from the fact that the gum-tree, if growing by the side of the Houses of Parliament at Westminster, would overtop the Clock Tower by exactly 100 feet."

We observe from our home files that Spain is threatened with agrarian troubles, the Valencian farmers and peasants having formed a league, to hold back their produce, severely punishing those who yield; while the Catalonians refuse to pay the heavy taxes, and the civil guards have had to storm several houses. Death prevails in Andalusia, and the Government are obliged to establish relief works.

It is reported that native art in Japan has been so influenced of late by European models that the Government are alarmed lest the distinctive character of their national paintings should be lost altogether. Accordingly a competitive exhibition of native pictures is to be held at Tokio, under State control, where no works in the European style will be admitted. Foreign influence, too, has even extended to shipbuilding, and the picturesque old junk will soon be a thing of the past, only to be seen in paintings.

THE *Lancet* calls attention to the fact that human hair has been so seriously ill-treated abroad by fashion that its vitality is quite generally impaired. This has resulted in short hair being frequently worn, and has greatly increased the demand for false hair. It appears, however, that Europe has but little human hair to sell. The actual false hair for the European market is, therefore, largely imported from Asia Minor, India, China and Japan. This brings with it a new difficulty. This hair is all black, and necessitates chemical treatment in order to prepare it for dyes to match the brown and lighter hair tints common in Europe. Nitric acid has been used for this purpose.

WE (Shanghai *Courier*) notice that according to the report of Mr. J. Lloyd E. Palm, Acting Commissioner of Customs, on the trade of Wuhu for 1881, that during the year, coal from the Chih-chow-fu coal-mines only attained to 1,380 tons, being 570 tons more than were exported during the previous year. Hitherto the mines do not appear to have been a success; and the poor quality of the coal, the want of proper plant for working, and the difficulty of transport (at certain seasons of the year) from the pits to the export vessels at the mouth of the creek at Lieup'ochi, make it doubtful whether this trade will ever be a large one. A few specimens of lead and copper ore have been discovered in the mines, but it is not thought that these metals abound in sufficient quantities to justify the expense of working.

No great musical composer, says the New York *Tribune*, has ever enjoyed such princely favours of fortune as the author of *Parisian* and the *Nightingale*. Great painters have been pelted by the rich and powerful; great singers have seen cities and kings at their feet; but until Wagner came the writers of the greatest music have had but a scanty share of the world's countenance. Handel wasted years in empty theatrical enterprises; Mozart's life was crowded with troubles and affronts; and Beethoven's genius was unrecognized until long after his death. But Wagner soon passed through the brief misfortunes of his turbulent youth, and compelled the homage of all the chief capitals of the world. Probably there never was an artist of genius who had such a faculty of making enemies and yet surrounded himself with such enthusiastic disciples; who excited so much from mankind and lived to see his most extravagant requisitions honored. It is true that he has had a munificent patron in the person of one royal fanatic; but the means for carrying out the Bayreuth enterprise have not been drawn entirely from the Bavarian treasury; they have been contributed by art lovers all over the world. And there can be no stronger testimony of the popular acceptance of Wagner's music than the willingness of mankind to build a costly theatre exclusively for its performance, and to make long, troublesome and costly journeys to hear it, at an immense price, under the most favorable conditions.

ACCORDING to the Paris *Nationale*, M. Savorgnan de Brazza, who lately recounted his travels before an enthusiastic audience, has not only added to our stock of geographical knowledge, but has labored to extend French influence and to open new channels to French commerce. He carried with him the tricolor flag, and erected it on his passage in regions where no European had penetrated before him. In equatorial Africa, where Livingstone, Stanley, Schweinfurth distinguished themselves, France possesses at Gaboon a small colony, but an excellent *tête-de-ligne*. Central Africa has been compared to a savory fruit with a thorny shell. The coasts are inhospitable and unhealthy and repel Europeans, while the interior attracts them, as containing fertile territory, intelligent and mild-natured inhabitants, rivers admirably suited for trading and great natural wealth. From the Gaboon started Compiègne, the daring pioneer, who escaped the perils of war, fever and cannibals, to perish in a duel. From the Gaboon Savorgnan de Brazza entered the "Black Continent." After having ascended the French stream, the Ogooné, he discovered a navigable affluent of the Togo, and traced out a route toward the fertile country traversed by the upper portion of the Togo. The discovery is rendered still more precious by the fact that the Togo, presenting a series of cataracts not very far from its mouth, cannot itself be made available as a trading highway. M. de Brazza did not content himself with finding out a road, but inaugurated it by founding French stations. We have always been more successful than the Anglo-Saxons in dealing with uncivilized tribes, gaining the friendship of the natives, and even attaching to us the most ferocious savages. The history of Canada and French India throws this side of our character clearly into light—our adventures and travelers have always been our best diplomats. De Brazza's equally peaceful and perilous campaign in Togo basin may thus be fruitful in results, if our Government and traders know how to turn it to account. This young naval officer has not only contributed to do honour to France, but he will also have served to render her stronger and wealthier, provided we do not once more prove the correctness of the assertion that the French are better fitted for beginning than ending.

THE visitors to the City Hall Museum for the week ended 17th September, were:—European, 138; Chinese, 2,414; total, 2,552.

FROM private information, dated Tanaga-sima, 24th ult., we (Nagasaki *Express*) regret to learn that the Mitsu-Bishi Co.'s bark *Kinkobiki Maru*, Capt. F. Macfarlane, has become a total wreck. Respecting the circumstances attending her loss, the following particulars will be of general interest: She left here on the 15th ult., with a cargo of Takasima coals, bound to Yokohama, and several days afterwards experienced a severe typhoon, which abated somewhat during the night of the 20th. About 2 a.m. on the morning of the 21st, at which time we presume she was hoisted, as it was foggy and still blowing hard, the fog lifted for a moment, and land was faintly seen to leeward. Sail was immediately made, but there was too much sea. She missed stays, and an endeavour was made to wear her, but failed, and three quarters of an hour after land was sighted she struck on what proved to be the N.W. side of Tanaga-sima. Fifteen minutes after she stranded, she heeled over on her port beam, when it was evident nothing could be done until daylight. At first gleam of light, two of the crew swam ashore with a rope, but as it got foul of the rocks they had to let go. They however procured the assistance of the natives of the island, and all on board were safely landed, except one of the quarter-masters, who had been washed down the main hatch. No clothing or effects were saved beyond the meagre apparel worn at the time the catastrophe occurred. The same day the ship broke in two, just forward of the poop. As usual under similar circumstances, the natives behaved extremely kind to the unfortunate mariners.

IN describing the appearance of the counsel in the Star route cases, now on trial in Washington, the correspondent of the *Courier-Journal* says of the Attorney-General:—"But the head and front of the trial, and the queerest, oddest, most indescribable individual you will meet with in a year's trial is Benjamin G. Brewster, the brusque and burned Attorney-General. His whole face from his eyes down is a cicatrix. He was horribly burned when a five-year-old child in attempting to rescue a little sister from the flames, and he is hideously ugly as any 'false face' or caricature you ever rested your eyes upon. He is the observed of all observers. His costume contributes to the curiousness of the character before you. He appears in Court dressed in patent leather pumps, with white gaiter tops and straps, lavender pants, a double-breasted buff vest, a turtle-green cutaway coat, a blue, white-dotted silk scarf, diamond pin and tall, pointed collar, the ends of which project out and upward like sleigh-runners. Instead of cuffs he wears lace ruffles about his soft, small white hands. Each hand supports handsome rings, a heavy gold watch chain sweeps around in a crescent across his waistcoat front, and he dries his weeping eyes with a snow-white lace kerchief. His tall, old-fashioned, yellowish beaver hat has fur on it longer than that of a maitre d'hotel. He drives around in a white and yellow coach, emblazoned with his coat-of-arms. These and a bunch of other eccentricities and idiosyncrasies make up one of the ablest lawyers in the land and the Attorney-General of the United States. He is of good height, with a well-proportioned and phrenologically-rounded head. His arguments are as clean cut and trenchant as the circle of a Damascus blade in a giant's hand. His language is chaste and clear, and cuts to the marrow. His 'insulting' ugliness reminds me of a speech Tom Marshall made, when under the influence of liquor, to a man whose wife he disliked. Said the Woodford orator: 'Bill, your wife is a d—d ugly woman.' 'Well,' replied Bill fuming up, 'that is her privilege.' 'Yes,' said I, looking that way in Brewster's case. He is and, however, to be a charming man in conversation and in the social circle."

WHILE American manners are doubtless susceptible of much improvement, they are not, says the *St. Louis Republican*, nearly so black as they are frequently painted by foreign fools and native snobs. If by good manners are meant "the small, sweet courtesies of life," then ours will bear comparison with the foreign article. An American may not bow as gracefully as a Frenchman, but he will sacrifice quite as much personal convenience and comfort for a stranger as the Frenchman—perhaps more. An American may not be as elegant at a dinner party as an Englishman, but he will not ride half a day in a railway car without speaking to the fellow-passenger at his elbow, as the Englishman will. A lady—whether young or old, pretty or plain—may travel from Boston to San Francisco without an escort, and receive all the needed attentions from men whom she never saw before and will never see again. Would the same lady be equally fortunate in a trip from London to Paris, or Paris to Rome? In our street cars a laboring man, wearied out with the day's toil, will give his seat to any woman who enters. How many European gentlemen would do so much? There is more chivalric respect shown to women in America than anywhere else on earth, and such respect is inconsistent with intense "vulgarity of manners." In drawing room accomplishments and the graces of the dancing master, and in those indescribable products of high breeding found in the circles of hereditary aristocracy, America must now—and always, perhaps—yield the palm to Europe; but in genuine courtesy, unaffected and unselfish politeness, disposition to accommodate, readiness to go out of one's way to help others—Europe has much to learn from America. Our manners are "in the rough" and need polishing; but the material of which they are made is gold, not pinchebeck. Vulgar manners are bad, but artificial worse. Let us hope and believe that by diligent minding of our own business, and making the best of ourselves without servile copying of European models, we shall some day reach a point of education, manners, and morals which will meet the demands of the most fastidious taste, foreign or domestic.

## STRANDING OF THE S.S. "YORKSHIRE"

We are sorry to have to record the loss of another fine steamer on the coast. To-day, the 15th inst., a telegram was received to the effect that the s.s. *Yorkshire* was aground about forty miles this side of Amoy, and that there was little chance of saving the vessel, or her cargo. The *Yorkshire* was a steamer of 1,471 tons, commanded by Captain Lyon, belonging to the Union Association. She left here on the 6th instant bound for New York, via Amoy, with a general cargo consisting chiefly of 5,240-72 piculs of tea, 540 piculs of strawbraid, and 23,200 straw hats. Messrs. Russell & Co. were her agents at this port.

Since the above was in type the following telegram has been received:—*Yorkshire* is aground Hooslow Bay. Dodd Island heads south little east, five miles. Weather continuing fine. In all probability will be saved.—*Mercury*.

## TRIAL TRIP OF THE "THAI-PING."

(BY OUR MARINE SPECIAL.)

We have returned, that is the *White Cloud* and self. There was no one else of consequence. I must confess that I feel myself deeply injured and grossly maligning by the paragraph in yesterday's issue of the *Telegraph*. What has your "Special Marine" done to be compared with that arrant humbug the "Special Pantherist?" Save the mark! Pantherist! Why he doesn't know a "painter" from a China "Whauky." But, to business. My reason for remaining in the Holy City was not, as you basely insinuate, owing to too much German beer, but simply because I had an idea that I could make what Sir John Smale used to call "a pile" at fanny, if I could only stay long enough; and so spreading out the few "spundulicks" you advanced, (some of them by the way were bad, and all chopped) I tackled Sam but four couldn't see (see it, is that a pun?) and won every time—that is number four turned up trump card every turn and in a short time I parted with the last Mexican. Like all reckless fan-tan devotees! I then staked my watch and chain (cost new \$10) for a five on the four. Three won and the man at the end of the table told me to get. I accordingly got Hing-kee, like the good fellow he is, took me in, and showed quite a brotherly love for me, on the strength of which I asked for the loan of \$10, and gradually reduced it to "only one," but not a single cent would he ante up. He advised me, however, to send to you, and told me he would keep me in the meantime; but no liquor allowed. Your remittance arrived safely this morning and didn't I just! The day has been beautiful. "Special Marine" intended taking quantity sufficient to float him back to Peddar's Hill. After all this explanation if you do not render an ample apology I'll go and take oath with "Pantherist" who I see is dunning you for his little bill and well—well just wait and see. However, to come to the important duty that led my guileless steps from Hongkong.

The "Thai Ping" under command of Captain Stapan of the *Panama* left Hongkong about 15 and those who saw her steam through the harbor confessed she looked as if "pretty as a picture" and walked the waves like a thing of life. Leaving Green Island light at 9.30 we reached Chong-chow at 10.10. By the time we reached half way point the engines began to warm to their work and bowed her along in splendid style enabling us to reach Macao in three hours or just a trifle over 12 knots an hour. After a stay of close upon two hours she started on the home trip leaving me behind, as above related. The following is from my acting deputy Marine Special:—"On the homeward journey the *Thai Ping* passed Macao light house at 2 p.m. when the weather was serene. Champagne and German beer flowed freely and we did speeches, toasts—and salamanders. The last is a good idea for those who don't like to make two bites at a cherry, or two sips of a tumbler of beer. However, it is dangerous, especially to the glass ware, when the tumblers are brought down with a thump and a good old fashioned German *hoch*. Of course the usual compliments were passed to the gentlemen especially interested in the new steamer, and everything passed off in the most satisfactory manner. Captain Cooke, the Acting Secretary of the Dock Company, was tossed right royally as were the owners of the *Thai Ping*, and Mr. Smith, the gentleman who will have charge of the Engine department during her trip to the Straits. We reached Green Island at 3.55, and were fast to the buoy at 6.10.

The *Thai Ping*, as you are aware, is a paddle steamer, built specially to the order of a firm of Penang merchants and she is intended to run between Penang and Laroot. She is a composite vessel, with iron frame and oak planking; the topides are 160 feet long over all; 22½ feet across the beam; 10 feet moulded depth, and is supposed, with 257 tons displacement, to have a draft of five feet. A comfortable saloon for passengers has been placed aft, and an awning deck extends over the entire length of the main deck. The hull of the steamer has been well put together, and a more finished craft could not have been sent out of a first class home yard.

The engines are diagonal compound surface condensing; diameter of high pressure cylinder, 28½ inches; diameter of low pressure cylinder, 40 inches; stroke 5 feet. They are of the most approved modern type, and fitted with variable expansion valves. The circulating pump is driven by an independent engine. The paddle wheels are of the common radial type and are 20 feet in diameter. Steam is supplied by two boilers, each 8 feet 6 inches diameter and 10 feet long, with two furnaces to each and a steam receiver placed above between the two so as to form a superheater. The boilers have been tested to a working pressure of 200 lbs. per square inch, the ordinary working pressure being 100 lbs.

During the trial the engines worked smoothly and without the slightest hitch, the boilers keeping an ample supply of steam without any forcing. The mean pressure of steam was 100 lbs.; vacuum 24 inches, and revolutions 26. These results were very satisfactory and gave great pleasure to all concerned. I may mention that these engines, which are the largest ever made in this Colony, were constructed entirely at Kowloon Docks under the expert supervision of Mr. J. W. Croker, the Dock Company's Chief Engineer. I must also state that in addition to the propelling machinery, there are two steam winches for cargo, and also a capstan driven by steam for working the anchors. The contract speed of the *Thai Ping* was 12 knots; and this she had no difficulty in reaching. In my opinion this steamer reflects a great deal of credit on our local enterprise.

THAMES STREET INDUSTRIES, by Percy Russell. This Illustrated Pamphlet on Pottery, &c., published at 6d., may be had gratis from any Chemist or dealer in pottery; or from the World, JOHN COWLEY & Co., London. (ADVS.)



## THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The following circular, which, we understand, was issued simultaneously to the shareholders of the Corporation in Hongkong and Shanghai on the evening of the 13th instant, is published in the Shanghai newspapers:—

To the Shareholders of the HONGKONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,—After long and careful consideration your Directors have decided that it is desirable to increase the Capital of the Corporation to 74 millions of Dollars, in terms of Section No. 5 of the Ordinance under which the Bank has been incorporated, and the sanction of His Excellency the Governor of this Colony has been obtained for so doing.

An Extraordinary Meeting of Shareholders will be called for the 30th December next, to discuss the matter, and to obtain your sanction to the scheme being carried out.

Appended is a statement showing the percentage which the Bank's own resources (that is Capital and Reserve Fund) have borne to the funds of the public committed to its keeping from the formation of the Bank to the present time, and it is evident from the figures thus submitted indicating the steady progress of the Bank, and its increasing liabilities to the public, that the time has arrived for taking the step now proposed.

In view of the rapid augmentation of the business which the Head Office and its various Branches have had to carry out during the last six years, the Directors feel bound to make adequate provision for the future demands upon the resources of the Bank, which cannot fail to arise out of the natural development of the trade of China and Japan, the principal field of its enterprise.

The fact that from the 30th June, 1876, to the 30th of June, 1882,—224 cents of Dollars have been added to the Reserve Fund after payment of Dividends at an average of 10.186 per cent. per annum as shown in the statement appended, is conclusive to the Directors that the Bank will be able to earn handsome Dividends upon an increased capital of 25 lacs of Dollars.

It is proposed to issue 20,000 new shares at 40 cents each. The Eastern Shareholders paying for their allotments at the current rate of the day for demand. Bills on London, thus placing them in the same position as the Shareholders on the London Register. After crediting Capital Account with \$2,500,000, (being 20,000 Shares of \$125 each) making thereby the total capital up to 74 millions of Dollars, the balance representing the premium obtained on the new Shares will be carried to the credit of the Reserve Fund, which will then amount to above 41 lacs of Dollars; the Capital and Reserve Fund together thus augmented will amount to about \$11,600,000 and will place the Hongkong and Shanghai Banking Corporation in a financial position only attained by a very limited number of Banks in Great Britain.

It is intended to allot the new Shares to the Shareholders on the Register on the 30th December 1882, in the proportion of one new Share to the holder of two old ones. Shareholders holding Shares not a multiple of two will receive a Fractional Certificate in respect of each Share in excess of such multiple and one new Share will be allotted to the holder of two such Fractional Certificates.

Any Shares not taken up will be disposed of by the Directors at their discretion, the amount received in excess of \$125 each to be carried to the Reserve Fund.

It is proposed to make £10 payable on 31st March next, £10 on the 30th June, £10 on the 30th September, and £10 on the 31st December, 1883, the new Shares to rank for Dividend, to the extent paid up, with the old ones.

Interest at the rate of 5 per cent. per annum will be allowed to Shareholders paying their instalments in advance of the above dates, and 7 per cent. per annum will be charged on overdue calls.

For the Hongkong and Shanghai Banking Corporation.

THOMAS JACKSON,  
Chief Manager.

Hongkong, 13th September, 1882.

## SHANGHAI.

The Brazilian Minister, His Excellency E. Callado, arrived here to-day (Sept 13th) from Japan.

The grass course was open this morning, the 14th inst.; but the ponies having all had their gallops yesterday, nothing particular was done this morning. Blackthorn and Twenty per cent. were noted as going remarkably well, the latter with Sweetbriar. We ought to have mentioned First Comet as going well yesterday morning. This pony, the fastest miler ever seen in Shanghai, seems to be quite sound again.

We regret to hear of the resignation of Major Holliday as Commandant of the Volunteer Corps and also as Municipal Councillor. We understand that Adjutant Morrison has also resigned.

We suppose the energetic Major is disgusted at the apathy shown by the Volunteers. But we do not know that they have been worse than in previous years; the Volunteers are never in strong force in the hot weather or during the rowing season. We suppose the Major has the record of the roll to guide him, and knows better than we do, but we think the attendance of efficient men is much smaller than it used to be. We very much regret that the Volunteer force should lose so energetic an officer, who we really thought was doing the force much good.

Owing to the silting up of the 'Soochow Creek' at its mouth, the Chinese authorities have adopted the cheap plan of deepening it by granting permission to contractors to take away as much of the mud as they can dig out between low water mark and a row of flags on each side of the creek.

The Chinese writer at the Municipal Surveyor's Office was lately accused of squeezing the 75 from a native contractor. At the Mixed Court, this morning, the writer was fined \$240.

Captain Dallas, the Senior Captain of the Volunteer Corps, has been appointed to take command of the Corps *pro tem*, pending the decision of the Municipal Council on the resignation of Major Commandant Holliday. It is worthy of mention that thirty-four members of the Corps attended a drill last evening.

A larger number than has for some time put in an appearance at a commanding officer's parade. The steamship *Yorkshire*, left Shanghai on Sunday last for Amoy and New York with 5,240,772 piculs of Tea and 43,000 straw hats. This morning her agents, Messrs. Russell & Co. received a telegram reporting the *Yorkshire* as badly aground, 40 miles from Amoy, and that it was feared she would be a total loss. Later on, another telegram was received stating that the *Yorkshire* is aground at Hoocow Bay, Dodd Island bearing South a little east, distant 5 miles. If the weather continues fine, in all probability she will be saved.

## PROGRAMME OF THE SHANGHAI AUTUMN MEETING, 1882.

Stewards—G. W. Coutts, Esq.; A. McLeod, Esq.; E. G. Low, Esq.; W. Patterson, Esq.; O. Fock, Esq.; F. H. Bell, Esq.; and H. de C. Forbes, Esq.

FIRST DAY—THURSDAY, NOVEMBER 2ND.

The MALOO PLATE, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Half-a-Mile.

The CRITERION STAKES, a Sweepstakes of Tls. 10 each, with Tls. 150 added; for China Ponies; weight for inches as per scale—Second Pony to save his Stakes. One Mile.

The MAIDEN STAKES, value, Tls. 250; Second Pony, Tls. 50; Last Pony to pay third Pony's entrance; for China Ponies that have never run at any Meeting; weight for inches as per scale; entrance, Tls. 10. Three-Quarters of a Mile.

The CLUB CUP, value, Tls. 150, added to a Sweepstakes of Tls. 5 each; for China Ponies; weight for inches as per scale. Two Miles.

The JOCKEY CUP, value, Tls. 100; for China Ponies that have never won a Race; to be ridden by Jockeys who have never had a winning mount before this Meeting; weight, 11st.; entrance, Tls. 5. One Mile.

The PACODA CUP, value, Tls. 150; for China Ponies, being *bona fide* Griffins at date of entry; weight for inches as per scale; entrance, Tls. 5. One Mile and a Half.

The RACING STAKES, a Sweepstakes of Tls. 10 each; for China Ponies; weight for inches as per scale; Griffins at date of entry allowed 7lbs. One Mile and a Quarter.

The HACK STAKES, value, Tls. 150; for China Ponies (without the restriction to height specified in Bye-Law No. 11) not otherwise entered at this Meeting, and that have never won a Race; weight for inches as per scale; entrance, Tls. 5. Once Round.

SECOND DAY—FRIDAY, NOVEMBER 3RD.

The NORTHERN CUP, value, Tls. 100; for China Ponies; weight for inches as per scale; winner of the Maloo Plate, 10lbs. extra; entrance, Tls. 5. Half-a-Mile.

The SHANGHAI ST. LEGER, a Sweepstakes of Tls. 15 each, with Tls. 100 added; First Pony to receive 75 per cent.; Second Pony to receive 15 per cent.; Third Pony to receive 10 per cent.; for China Ponies that have never been raced previous to the 1st January, 1882; weight, 10st. 7lbs.; winners of one Race 5lbs. extra; two or more Races, 10lbs. extra. One Mile and Three-Quarters.

The WELTER CUP, value, Tls. 100; for China Ponies; winners in 1882, 8lbs. extra; weight, 12st.; entrance, Tls. 5. One Mile.

The SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this Meeting except those in the Hack Stakes; First Pony to receive 75 per cent.; Second Pony, 15 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. Once Round.

The LLAMA MIAU STAKES, value, Tls. 100; for China Ponies; weight for inches as per scale; winners of one Race, 7lbs. extra; of two or more Races, 12lbs. extra; entrance, Tls. 5. One Mile.

The MONGOL CUP, value, Tls. 150; for China Ponies, being *bona fide* Griffins at date of entry; weight for inches as per scale; winners of a Race of more than a mile, 7lbs. extra; penalties accumulative; entrance, Tls. 5. One Mile and a Half.

The AUTUMN CUP, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Three-Quarters of a Mile.

The SWEET STAKES, value, Tls. 100, added to a Sweepstakes of Tls. 5 each; for China Ponies; weight for inches as per scale; winners at this Meeting of a Race over One Mile and a Half, 7lbs. extra. Two Miles.

THIRD DAY—SATURDAY, NOVEMBER 4TH.

The GRAND STAND STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added; for China Ponies that have never been raced previous to the 1st January, 1882; weight for inches as per scale; winners of a Race of One Mile and a Half or over, 7lbs. extra; two or more such Races, 12lbs. extra. One Mile and a Half.

The FLYAWAY PLATE, value, Tls. 150; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

The COSMOPOLITAN CUP, value, Tls. 200; for China Ponies; weight for inches as per scale; winners at this Meeting of one Race, 7lbs. extra; two Races, 12lbs. extra; three or more Races, 15lbs. extra; entrance, Tls. 10. One Mile and three Quarters.

The MANCHU STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added; for China Ponies that have run and not won a Race; First Pony to receive 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One Mile and a Quarter.

The CHAU-SHANG-KIUE CUP, value, Tls. 500; presented by the Employers of the C.M.S.N. Co., of Shanghai, for China Ponies that have never run at any Meeting in China or Hongkong previous to date of entry at each Meeting. To be won at two consecutive Meetings by Ponies, the *bona fide* property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; to be paid to the Winner until the Cup is finally won, when the Second Pony will receive the entrance fees. One Mile.

The CONSOLATION CUP, value, Tls. 100; for Ponies that have run at this Meeting and not won a Race; weight for inches as per scale; entrance, Tls. 5. Once Round.

The CHAMPION SWEEPSTAKES, a forced entry for Winners; optional for the Winner of the Hack Stakes, or the Consolation Cup, and all other Ponies that have run at this Meeting, not exceeding 14 hands in height; weight for inches as per scale; entrance, Tls. 10; winners of two Races, Tls. 15 extra; of more than two Races, Tls. 40 extra. One Mile and a Quarter.

The GRAND NATIONAL STEEPCHASE, value, Tls. 100, added to a Sweepstakes of Tls. 5 each; for China Ponies; weight for inches as per scale; with 7lbs. added. Twice Round. Course selected by the Stewards.

Entries close at 4 p.m. on Saturday, 30th September. Ponies to be measured on Monday, 2nd October, and Tuesday, 3rd October, between 6.30 a.m. and 8 a.m., at the Grand Stand.

BARNES DALLAS, Clerk of the Course.

## TRAINING FOR SHANGHAI RACES.

On Monday and Tuesday mornings there was nothing of the slightest interest to report about the training. This morning the grass course was not open, so galloping went on on the training course which was in good order, but not fast. In fact, the ponies with light weights went well and those with heavy weights badly. A lot from Mr. Bill's stable went out early, but they did not get what they did. Wild Dash, trained up, and Wild Eddy, boy up, went once round in 2:37. Eddy leading all the way. Prejudice, Pinner and a black went once round in 2:41. Wild Earl and two gray griffins went a mile in 2:18. Blackthorn and Twenty-

per cent went for a steady 4m. keeping together in 1:40. Amethyst and the best gray griffin, 4m. in 1:43. Two grays and a white griffin, from Mr. Bill's stable 4m. in 1:48. Montezuma went for a 4m. canter. Mr. Ten Brock on his skewbald, cantering hand, held 4m. in 1:42, there were two chestnut griffins, but they were too slow for the skewbald. Mr. Smarty's dun and Merodac with a light weight went for 4m. in 1:38, first 4m. in 1:35, the wind being strong against them up the straight. First Violin went once round in 1:42 with a lot of others behind him. Mr. Bill's gray and white griffins 1m. in 2:17, first 1m. 1:5. Tajmahal and some others went for an exercise canter once round in 2:37, last mile 2:21. White Knight went for a mile; his last 4m. was 1:30. Two griffins of Mr. Bill's did 4m. in 6:45. Gil Blas went for a mile with Ruy Blas and the spotted griffin; he came in by himself in 2:15, the griffin last.

September 15th.  
This was a trotting morning; an interesting feature was a new team of the Judge's which beat Picaron; the other griffin which beat Picaron has been in physic. Fortunate stable to have two griffins that can beat Picaron, the fastest half miler for seven years. Prejudice and Hanger are going in good form; so are Wild Eddy and First Cornet. Red Robin looks up to his best form; the same may be said of Financier (late First Violin). In fact this meeting is promising to be a resurrection of old screws.—*Mercury*.

## CHEFOO.

[FROM OUR CORRESPONDENT.]

Chefoo, 12th Sept., 1882.  
Notwithstanding the settlement of the Korean question, the Chinese troops still remain in Korea, as also the large gunboats *Yung-wei* and *Chang-yuen*.

Admiral Ting returned yesterday from Tientsin in his flagship *Wei-yuen*, and will leave to-day for Korea. Several Chinese gunboats have gone to and come from Korea during the last week.

This morning a Japanese man-of-war arrived from Korea, and exchanged salutes with the Chinese flagship.

Admiral Kopytoff, commander-in-chief of the Russian squadron, arrived on the 5th instant in the gunboat *Edinburg*, and will shortly leave in the gunboat *Nerpa* for Tientsin, en route to Peking.

Men-of-war in port.—Russian *Duke of Edinburgh*, *Platanus*, *Albatross*, and *Nerpa*; German, *Stach*, *Etzel*, and *Wolf*; French, *Latite*, *American*, *Monocacy*; British, *Moore*; five Chinese, and one Japanese.

Yesterday, all the men-of-war "dressed ship" in honour of the *Car's* name-day, and salutes were fired at noon.

The weather is excellent; temperature during the day 80°; during the night, 65°.

The English squadron is expected here within a week.

Races will not take place this autumn, but a Regatta will probably come off in a few weeks.—*Mercury*.

## TIENTSIN.

September 8th.  
Yesterday the Chinese cruiser *Wei-yuen*, known as No. 20, arrived from Korea with Ma Kien-tung, Ting, Mr. Clayton, and three Korean Ambassadors.

The Chinese and Korean trading regulations have been accepted and signed by the Korean King, and so has the settlement of the Japanese affair. Japan receives 550,000 yen indemnity and all that was asked for by Japan. Japan will keep 1,000 men there till the money has been paid.

It is said the three Korean Ambassadors are bearers of a dispatch to the Emperor begging him not to punish his father, whom it is Chinese etiquette to call his uncle. Taotai Ma, Admiral Ting, General Wu and Mr. Clayton are said to have been recommended by H.E. Li Hung-chang to the Emperor for their able management of the Korean affair.

H.E. Li Hung-chang has been pleased to permit his hand to play at Ma's request, to-morrow at 6 p.m., in the Public Garden.

The *Shanghai* reporter was attacked and beaten by some Chinese here for an article written against them in the *Shen-pao*; the Magistrate had two arrested and punished.

It is said that the troops which were taken over to Korea from Tung-chow-foo will remain there for the present.

September 11th, 1882.  
Mr. Young, the U.S. Minister, arrived yesterday for *Han-an*. The Korean King's father has not returned as yet from Tungchow where Li Hung-chang met him; either he would not comply with Li Hung-chang's request or a different order was given from Peking. The Chinese are freely talking about Taotai Ma agreeing to pay 50,000,000 taels to the Japanese Government, and agreed to 1,000 Japanese troops to remain till the money is paid and 13 of the Korean ring leaders to be beheaded. Only H.E. Li and Ma Taotai can answer these questions.

It would have been better if Dr. Hirth had got the original paper from the Archives of the Hoppe at Canton instead of a copy of the Hoppe Book of 1753 as read at the Meeting of the N. C. Branch R.A.S. on the 29th ult. and reported to the Japanese Government on the 1st inst.; it may turn out to be like the United States and Korea Treaty as translated by your contemporary from the *Shanghai*.

It was not Admiral Ting but General Wu Chang-ching, who succeeded in getting the Korean King's father to go on board and see Admiral Ting, and detained him by request of the latter and brought him here. Admiral Ting with Wu Chang-chang has gone back to Korea, after an interview with H.E. Li Hung-chang; it is due to General Wu that so speedy a settlement of the Korean and Japanese affair has been come to.—*Shanghai Mercury*.

## WUHU.

[FROM OUR CORRESPONDENT.]

10th September, 1882.  
Another fire broke out at one o'clock this morning near the French Mission's newly built tenements. Some six or seven substantially built houses were entirely burned down. The origin of the fire is said to be incendiary. As usual, the out-door staff of the Customs, led by the Tide-Surveyor, were promptly on the ground, and worked vigorously. The China Merchant Co.'s staff in charge of their fire engine, also arrived, and by the aid of their engine the fire was completely subdued.

The Chinese authorities have taken a notion for cattle-breeding and to enable them to carry out their scheme several very large sheds have been ordered to be erected. Notices have also been issued to owners of cattle, offering \$4 for each head of cattle delivered here. The authorities propose to receive and look after the cattle for a period of twelve months, at the expiration of which time the cattle will be returned to the owners, free of all expense, but on repayment of the sum advanced.

The shooting season has commenced here. Some of the sportsmen who were out shooting last week, have returned with a good supply of pheasants and deer.—*Mercury*.

## To-day's Advertisements.

THEATRE ROYAL,  
CITY HALL, HONGKONG.

M. R. D'ORSAY OGDEN  
has the honour to announce that prior to his departure from Hongkong he will give a

GRAND FAREWELL PERFORMANCE

AT THE  
THEATRE ROYAL, CITY HALL,  
THIS EVENING,  
THE 19TH SEPTEMBER, 1882.

FOR THE BENEFIT OF THE  
"HONGKONG TELEGRAPH"  
EXPENSES FUND  
(IN CONNECTION WITH THE  
HANDMANN LIBEL CASE)

when will be produced  
CHARLES SELBY'S POPULAR MUSICAL INTERLUDE  
"THE BONNIE FISH WIFE"

AND  
CHARLES DANCE'S FAMOUS COMEDY  
"DELICATE GROUND"

OR  
"PARIS IN 1793."

"The Prisoner Within the Bars" will appear in both pieces.

Seats may be booked at Messrs. KELLY & WALSH'S, where a plan of the Theatre is now on view.

ADMISSION:  
Dress Circle ..... \$2.00  
Reserved Seats ..... \$2.00  
Unreserved Seats ..... \$1.00.

Doors open at 8.30. To commence at NINE sharp.  
Hongkong, 11th September, 1882.

THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON will be held at the Society's Head Office, Hongkong, on TUESDAY, the 3rd day of October, 1882, at FOUR O'CLOCK in the AFTERNOON, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Society held on MONDAY, the 18th day of September, 1882, will be submitted for Confirmation as a Special Resolution.

RESOLUTION.  
That this Society, now registered under the Companies' Ordinance No. 1 of 1865 as an Unlimited Company, be registered under the Companies' Ordinance 1865 to 1881 as a Company Limited by Shares.

By Order of the Board,  
DOUGLAS JONES,  
Acting Secretary.  
Hongkong, 19th September, 1882. [63]

## Intimations.

T O K K E E,  
COAL MERCHANT,  
18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of STEAM COAL of the best quality, at moderate rates; also has always Powerful Steam Launches for Hire at a Reasonable Charge, either for special Purposes, Excursions, or Towing.  
Hongkong, 13th April, 1882. [234]

Y E U Q U A.

SHIP, PORTRAIT, AND MINIATURE PAINTER.

PHOTOGRAPHIC VIEWS.  
LANDSCAPES IN OIL AND WATER COLORS.  
All Work Executed by First-Class Artists.  
IVORY MINIATURES A SPECIALITY.  
SATISFACTION GUARANTEED.  
No. 52, C. QUEEN'S ROAD CENTRAL, UPSTAIRS.  
HONGKONG.  
Hongkong, 4th April, 1882. [211]

S U N S H I N G.

DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crapes Shawls, Lacquered and Ivory Ware, Curios, &c., &c. The best house in the trade for high-class Curios. GOLD AND SILVER JEWELLERY of the most artistic designs; Engraving on Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms.  
No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG.  
Hongkong, 1st May, 1882. [298]

W I N G T Y L O O N G.

HAS FOR SALE.

PRIME Mess Pork and Beef, 200lbs. in Barrel. Boiled and Roast Beef and Mutton, Soup and Bouilli, American Hams, Bacon, Codfish, Cracked Wheat, Hominy, fresh white and red Beans, Assorted Fruits and Soups, Ham Sausages, Salmon Bellies, Mackerel, Sheep's Tongues, Choice Tripe, Caviar, Clam Chowder, Lobsters, Oysters, Corn Meal, and every description of Olmen's stores at moderate prices.  
No. 39, HING LOONG STREET.  
Hongkong, 1st May, 1882. [299]

SPECIAL NOTICE.

TO ADVERTISERS.

SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, AND ADVERTISERS generally are informed that arrangements have now been completed to issue daily in connection with all ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH" A SPECIAL ADVERTISEMENT SHEET FREE OF CHARGE.

As the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of THREE HUNDRED COPIES.

is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited.  
Hongkong, 1st April, 1882.

## Intimations.

C H I E N A M.

GOLD AND SILVER SMITH,  
WATCH MAKER

AND  
ENGRAVER.  
WATCHES CLEANED AND REPAIRED ON MODERATE TERMS.  
JEWELRY MADE AND REPAIRED.

No. 72, WELLINGTON STREET, HONGKONG.  
Hongkong, 6th April, 1882. [214]

S Z H I N G.

TAILOR.

DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c., &c. HAT AND CAP MAKER.  
Ladies' material made up, and a perfect Fit Guaranteed at Moderate Charges.

MATTEO AND MANILA CIGARS, FOR SALE.  
No. 76, WELLINGTON STREET, HONGKONG.  
Hongkong, 12th April, 1882. [228]

NOTICE.

THE Undersigned has all kinds of House and Ship COAL for Sale in large or small quantities at Moderate Prices. Strong and Commodious small steamers on hire for towing purposes, Excursions, &c., &c. CHEAPER than any other House in the Trade.  
Apply to  
HING LEE,  
37, Tung Man Lane.  
Hongkong, 12th April, 1882. [227]

HONGKONG RACES, 1882.

NOW READY, PRICE 25c.  
A COMPLETE REPORT OF THE HONGKONG RACE MEETING OF 1882.

IN PAMPHLET FORM, REPRINTED FROM THE "HONGKONG TELEGRAPH".  
As only a limited number will be printed, orders should be sent without delay to the "HONGKONG TELEGRAPH" OFFICE, No. 6, PEDDAR'S HILL.  
Hongkong, 4th March, 1882.

A H O O Y.

HOY LEE.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Matings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Speciality, a perfect fit and best material guaranteed.  
No. 112, QUEEN'S ROAD CENTRAL, HONGKONG, 19th May, 1882. [347]

L I N G S H I N G.

HOOT AND SHOE MAKER.

No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's RIDING BOOTS.  
Hongkong, 4th April, 1882. [207]



## Commercial.

## THIS DAY.

4 o'clock p.m.  
Business in the Share Markets still very quiet. Sales in Banks have been looked at 133 for end of October. Docks have also been the medium of time transactions, having been negotiated at 55 for October, and 56 for November. Nothing in other stocks has come under our notice.

## SHARES.

Hongkong and Shanghai Bank—136 per cent. premium, buyers.  
Union Insurance Society of Canton—\$1,600 per share, buyers.  
China Traders' Insurance Company—\$1,560 per share, sellers.  
North China Insurance—Tls. 1,225 per share.  
Canton Insurance Company, Limited—\$80 per share.  
Yangtze Insurance Association—Tls. 850 per share.  
Chinese Insurance Company—\$255 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$1030 per share, sales.  
China Fire Insurance Company—\$3221 per share, sales.  
Hongkong and Whampoa Dock Company—524 per cent. premium, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$33 per share premium, sellers.  
Hongkong Gas Company—\$85 per share.  
Hongkong Hotel Company—\$107 per share, sellers.  
Indo-China Steam Navigation Company, Limited—par.  
China Sugar Refining Company, Limited—\$197 per share, sellers.  
China Sugar Refining Company (Debtors)—3 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$118 per share.  
Hongkong Ice Company—\$145 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$60 per share.  
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.  
Chinese Imperial Loan of 1881—23 per cent. prem.

## EXCHANGE.

ON LONDON.—  
Bank Bills, on demand ..... 3/9  
Bank Bills, at 30 days' sight ..... 3/9  
Bank Bills, at 4 months' sight ..... 3/9  
Credits, at 4 months' sight ..... 3/10  
Documentary Bills, at 4 months' sight ..... 3/10  
ON PARIS.—  
Bank Bills, on demand ..... 4-73  
Credits, at 4 months' sight ..... 4-84  
ON BOMBAY.—Bank, T.T. .... 224  
ON CALCUTTA.—Bank, T.T. .... 224  
ON SHANGHAI.—  
Bank, sight ..... 724  
Private, 30 days' sight ..... 731

## EXPORT CARGO.

Per City of Peking, str., for Yokohama.—10 cases Brandy, 10 cases Vermilion, 21 cases Oil, 8 packages Hides, 8 packages Ivory, 2 packages Gunies, 160 packages Merchandise, 3587 bags Sugar, and 20 boxes Treasure, \$80,000. For San Francisco.—8 cases Silks, 3 rolls Matting, 338 packages Tea, 40 bags Beans, 100 bags Pepper, 343 bags Saltpetre, 60 bags Gunies, 4453 packages Merchandise, and 25991 bags Rice. For San Jose de Guatimala.—4 cases Silks, 10 packages Tea, 15 packages Merchandise, and 200 bags Rice. For Calcutta.—3 cases Silks, and 7 cases Merchandise. For New York.—60 rolls Matting, 4 packages Merchandise, 11 cases Silks, 104 bales Raw Silk, and 21 packages Tea.

## OPIUM MARKET.—THIS DAY.

New Malwa ..... per picul, \$620  
(Allowance, Tals 56).  
Old Malwa ..... per picul, \$680  
(Allowance, Tals 56).  
New Patna (first choice) per chest, \$577  
New Patna (second) per chest, \$572  
New Patna (without choice) per chest, \$575  
New Patna (bottom) per chest, \$580  
New Benares (without choice) per chest, \$552  
New Benares (bottom) per chest, \$555  
Persian ..... per picul, \$410

## CHINA COAST METEOROLOGICAL REGISTER.

## THIS DAY'S TELEGRAMS.

## BAROMETER, THERMOMETER, &amp;c.

|                    | HONGKONG. | AMOI. | SHANGHAI. | MANILA. |
|--------------------|-----------|-------|-----------|---------|
| Barometer—         | 30.00     | 30.00 | 30.00     | 30.00   |
| Thermometer—       | 80.00     | 80.00 | 80.00     | 80.00   |
| Direction of Wind— |           |       |           |         |
| Force—             |           |       |           |         |
| Dry Thermometer—   | 80.00     | 80.00 | 80.00     | 80.00   |
| Wet Thermometer—   | 77.00     | 77.00 | 77.00     | 77.00   |
| Weather—           |           |       |           |         |
| Hour's Rain—       |           |       |           |         |
| Quantity fallen—   |           |       |           |         |

Barometer level of the sea in fathoms, time and tendency. Thermometer in Fahrenheit degrees and tenths kept in the open air in a shaded situation. Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., and N. Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 9 strong, 9 to 12 heavy, 12 to 15 violent, 15 to 20 storm, 20 to 25 hurricane, 25 to 30 cyclone, 30 to 35 typhoon, 35 to 40 gale, 40 to 45 tempest, 45 to 50 hurricane, 50 to 55 typhoon, 55 to 60 cyclone, 60 to 65 hurricane, 65 to 70 typhoon, 70 to 75 cyclone, 75 to 80 hurricane, 80 to 85 typhoon, 85 to 90 cyclone, 90 to 95 hurricane, 95 to 100 typhoon, 100 to 105 cyclone, 105 to 110 hurricane, 110 to 115 typhoon, 115 to 120 cyclone, 120 to 125 hurricane, 125 to 130 typhoon, 130 to 135 cyclone, 135 to 140 hurricane, 140 to 145 typhoon, 145 to 150 cyclone, 150 to 155 hurricane, 155 to 160 typhoon, 160 to 165 cyclone, 165 to 170 hurricane, 170 to 175 typhoon, 175 to 180 cyclone, 180 to 185 hurricane, 185 to 190 typhoon, 190 to 195 cyclone, 195 to 200 hurricane, 200 to 205 typhoon, 205 to 210 cyclone, 210 to 215 hurricane, 215 to 220 typhoon, 220 to 225 cyclone, 225 to 230 hurricane, 230 to 235 typhoon, 235 to 240 cyclone, 240 to 245 hurricane, 245 to 250 typhoon, 250 to 255 cyclone, 255 to 260 hurricane, 260 to 265 typhoon, 265 to 270 cyclone, 270 to 275 hurricane, 275 to 280 typhoon, 280 to 285 cyclone, 285 to 290 hurricane, 290 to 295 typhoon, 295 to 300 cyclone, 300 to 305 hurricane, 305 to 310 typhoon, 310 to 315 cyclone, 315 to 320 hurricane, 320 to 325 typhoon, 325 to 330 cyclone, 330 to 335 hurricane, 335 to 340 typhoon, 340 to 345 cyclone, 345 to 350 hurricane, 350 to 355 typhoon, 355 to 360 cyclone, 360 to 365 hurricane, 365 to 370 typhoon, 370 to 375 cyclone, 375 to 380 hurricane, 380 to 385 typhoon, 385 to 390 cyclone, 390 to 395 hurricane, 395 to 400 typhoon, 400 to 405 cyclone, 405 to 410 hurricane, 410 to 415 typhoon, 415 to 420 cyclone, 420 to 425 hurricane, 425 to 430 typhoon, 430 to 435 cyclone, 435 to 440 hurricane, 440 to 445 typhoon, 445 to 450 cyclone, 450 to 455 hurricane, 455 to 460 typhoon, 460 to 465 cyclone, 465 to 470 hurricane, 470 to 475 typhoon, 475 to 480 cyclone, 480 to 485 hurricane, 485 to 490 typhoon, 490 to 495 cyclone, 495 to 500 hurricane, 500 to 505 typhoon, 505 to 510 cyclone, 510 to 515 hurricane, 515 to 520 typhoon, 520 to 525 cyclone, 525 to 530 hurricane, 530 to 535 typhoon, 535 to 540 cyclone, 540 to 545 hurricane, 545 to 550 typhoon, 550 to 555 cyclone, 555 to 560 hurricane, 560 to 565 typhoon, 565 to 570 cyclone, 570 to 575 hurricane, 575 to 580 typhoon, 580 to 585 cyclone, 585 to 590 hurricane, 590 to 595 typhoon, 595 to 600 cyclone, 600 to 605 hurricane, 605 to 610 typhoon, 610 to 615 cyclone, 615 to 620 hurricane, 620 to 625 typhoon, 625 to 630 cyclone, 630 to 635 hurricane, 635 to 640 typhoon, 640 to 645 cyclone, 645 to 650 hurricane, 650 to 655 typhoon, 655 to 660 cyclone, 660 to 665 hurricane, 665 to 670 typhoon, 670 to 675 cyclone, 675 to 680 hurricane, 680 to 685 typhoon, 685 to 690 cyclone, 690 to 695 hurricane, 695 to 700 typhoon, 700 to 705 cyclone, 705 to 710 hurricane, 710 to 715 typhoon, 715 to 720 cyclone, 720 to 725 hurricane, 725 to 730 typhoon, 730 to 735 cyclone, 735 to 740 hurricane, 740 to 745 typhoon, 745 to 750 cyclone, 750 to 755 hurricane, 755 to 760 typhoon, 760 to 765 cyclone, 765 to 770 hurricane, 770 to 775 typhoon, 775 to 780 cyclone, 780 to 785 hurricane, 785 to 790 typhoon, 790 to 795 cyclone, 795 to 800 hurricane, 800 to 805 typhoon, 805 to 810 cyclone, 810 to 815 hurricane, 815 to 820 typhoon, 820 to 825 cyclone, 825 to 830 hurricane, 830 to 835 typhoon, 835 to 840 cyclone, 840 to 845 hurricane, 845 to 850 typhoon, 850 to 855 cyclone, 855 to 860 hurricane, 860 to 865 typhoon, 865 to 870 cyclone, 870 to 875 hurricane, 875 to 880 typhoon, 880 to 885 cyclone, 885 to 890 hurricane, 890 to 895 typhoon, 895 to 900 cyclone, 900 to 905 hurricane, 905 to 910 typhoon, 910 to 915 cyclone, 915 to 920 hurricane, 920 to 925 typhoon, 925 to 930 cyclone, 930 to 935 hurricane, 935 to 940 typhoon, 940 to 945 cyclone, 945 to 950 hurricane, 950 to 955 typhoon, 955 to 960 cyclone, 960 to 965 hurricane, 965 to 970 typhoon, 970 to 975 cyclone, 975 to 980 hurricane, 980 to 985 typhoon, 985 to 990 cyclone, 990 to 995 hurricane, 995 to 1000 typhoon, 1000 to 1005 cyclone, 1005 to 1010 hurricane, 1010 to 1015 typhoon, 1015 to 1020 cyclone, 1020 to 1025 hurricane, 1025 to 1030 typhoon, 1030 to 1035 cyclone, 1035 to 1040 hurricane, 1040 to 1045 typhoon, 1045 to 1050 cyclone, 1050 to 1055 hurricane, 1055 to 1060 typhoon, 1060 to 1065 cyclone, 1065 to 1070 hurricane, 1070 to 1075 typhoon, 1075 to 1080 cyclone, 1080 to 1085 hurricane, 1085 to 1090 typhoon, 1090 to 1095 cyclone, 1095 to 1100 hurricane, 1100 to 1105 typhoon, 1105 to 1110 cyclone, 1110 to 1115 hurricane, 1115 to 1120 typhoon, 1120 to 1125 cyclone, 1125 to 1130 hurricane, 1130 to 1135 typhoon, 1135 to 1140 cyclone, 1140 to 1145 hurricane, 1145 to 1150 typhoon, 1150 to 1155 cyclone, 1155 to 1160 hurricane, 1160 to 1165 typhoon, 1165 to 1170 cyclone, 1170 to 1175 hurricane, 1175 to 1180 typhoon, 1180 to 1185 cyclone, 1185 to 1190 hurricane, 1190 to 1195 typhoon, 1195 to 1200 cyclone, 1200 to 1205 hurricane, 1205 to 1210 typhoon, 1210 to 1215 cyclone, 1215 to 1220 hurricane, 1220 to 1225 typhoon, 1225 to 1230 cyclone, 1230 to 1235 hurricane, 1235 to 1240 typhoon, 1240 to 1245 cyclone, 1245 to 1250 hurricane, 1250 to 1255 typhoon, 1255 to 1260 cyclone, 1260 to 1265 hurricane, 1265 to 1270 typhoon, 1270 to 1275 cyclone, 1275 to 1280 hurricane, 1280 to 1285 typhoon, 1285 to 1290 cyclone, 1290 to 1295 hurricane, 1295 to 1300 typhoon, 1300 to 1305 cyclone, 1305 to 1310 hurricane, 1310 to 1315 typhoon, 1315 to 1320 cyclone, 1320 to 1325 hurricane, 1325 to 1330 typhoon, 1330 to 1335 cyclone, 1335 to 1340 hurricane, 1340 to 1345 typhoon, 1345 to 1350 cyclone, 1350 to 1355 hurricane, 1355 to 1360 typhoon, 1360 to 1365 cyclone, 1365 to 1370 hurricane, 1370 to 1375 typhoon, 1375 to 1380 cyclone, 1380 to 1385 hurricane, 1385 to 1390 typhoon, 1390 to 1395 cyclone, 1395 to 1400 hurricane, 1400 to 1405 typhoon, 1405 to 1410 cyclone, 1410 to 1415 hurricane, 1415 to 1420 typhoon, 1420 to 1425 cyclone, 1425 to 1430 hurricane, 1430 to 1435 typhoon, 1435 to 1440 cyclone, 1440 to 1445 hurricane, 1445 to 1450 typhoon, 1450 to 1455 cyclone, 1455 to 1460 hurricane, 1460 to 1465 typhoon, 1465 to 1470 cyclone, 1470 to 1475 hurricane, 1475 to 1480 typhoon, 1480 to 1485 cyclone, 1485 to 1490 hurricane, 1490 to 1495 typhoon, 1495 to 1500 cyclone, 1500 to 1505 hurricane, 1505 to 1510 typhoon, 1510 to 1515 cyclone, 1515 to 1520 hurricane, 1520 to 1525 typhoon, 1525 to 1530 cyclone, 1530 to 1535 hurricane, 1535 to 1540 typhoon, 1540 to 1545 cyclone, 1545 to 1550 hurricane, 1550 to 1555 typhoon, 1555 to 1560 cyclone, 1560 to 1565 hurricane, 1565 to 1570 typhoon, 1570 to 1575 cyclone, 1575 to 1580 hurricane, 1580 to 1585 typhoon, 1585 to 1590 cyclone, 1590 to 1595 hurricane, 1595 to 1600 typhoon, 1600 to 1605 cyclone, 1605 to 1610 hurricane, 1610 to 1615 typhoon, 1615 to 1620 cyclone, 1620 to 1625 hurricane, 1625 to 1630 typhoon, 1630 to 1635 cyclone, 1635 to 1640 hurricane, 1640 to 1645 typhoon, 1645 to 1650 cyclone, 1650 to 1655 hurricane, 1655 to 1660 typhoon, 1660 to 1665 cyclone, 1665 to 1670 hurricane, 1670 to 1675 typhoon, 1675 to 1680 cyclone, 1680 to 1685 hurricane, 1685 to 1690 typhoon, 1690 to 1695 cyclone, 1695 to 1700 hurricane, 1700 to 1705 typhoon, 1705 to 1710 cyclone, 1710 to 1715 hurricane, 1715 to 1720 typhoon, 1720 to 1725 cyclone, 1725 to 1730 hurricane, 1730 to 1735 typhoon, 1735 to 1740 cyclone, 1740 to 1745 hurricane, 1745 to 1750 typhoon, 1750 to 1755 cyclone, 1755 to 1760 hurricane, 1760 to 1765 typhoon, 1765 to 1770 cyclone, 1770 to 1775 hurricane, 1775 to 1780 typhoon, 1780 to 1785 cyclone, 1785 to 1790 hurricane, 1790 to 1795 typhoon, 1795 to 1800 cyclone, 1800 to 1805 hurricane, 1805 to 1810 typhoon, 1810 to 1815 cyclone, 1815 to 1820 hurricane, 1820 to 1825 typhoon, 1825 to 1830 cyclone, 1830 to 1835 hurricane, 1835 to 1840 typhoon, 1840 to 1845 cyclone, 1845 to 1850 hurricane, 1850 to 1855 typhoon, 1855 to 1860 cyclone, 1860 to 1865 hurricane, 1865 to 1870 typhoon, 1870 to 1875 cyclone, 1875 to 1880 hurricane, 1880 to 1885 typhoon, 1885 to 1890 cyclone, 1890 to 1895 hurricane, 1895 to 1900 typhoon, 1900 to 1905 cyclone, 1905 to 1910 hurricane, 1910 to 1915 typhoon, 1915 to 1920 cyclone, 1920 to 1925 hurricane, 1925 to 1930 typhoon, 1930 to 1935 cyclone, 1935 to 1940 hurricane, 1940 to 1945 typhoon, 1945 to 1950 cyclone, 1950 to 1955 hurricane, 1955 to 1960 typhoon, 1960 to 1965 cyclone, 1965 to 1970 hurricane, 1970 to 1975 typhoon, 1975 to 1980 cyclone, 1980 to 1985 hurricane, 1985 to 1990 typhoon, 1990 to 1995 cyclone, 1995 to 2000 hurricane, 2000 to 2005 typhoon, 2005 to 2010 cyclone, 2010 to 2015 hurricane, 2015 to 2020 typhoon, 2020 to 2025 cyclone, 2025 to 2030 hurricane, 2030 to 2035 typhoon, 2035 to 2040 cyclone, 2040 to 2045 hurricane, 2045 to 2050 typhoon, 2050 to 2055 cyclone, 2055 to 2060 hurricane, 2060 to 2065 typhoon, 2065 to 2070 cyclone, 2070 to 2075 hurricane, 2075 to 2080 typhoon, 2080 to 2085 cyclone, 2085 to 2090 hurricane, 2090 to 2095 typhoon, 2095 to 2100 cyclone, 2100 to 2105 hurricane, 2105 to 2110 typhoon, 2110 to 2115 cyclone, 2115 to 2120 hurricane, 2120 to 2125 typhoon, 2125 to 2130 cyclone, 2130 to 2135 hurricane, 2135 to 2140 typhoon, 2140 to 2145 cyclone, 2145 to 2150 hurricane, 2150 to 2155 typhoon, 2155 to 2160 cyclone, 2160 to 2165 hurricane, 2165 to 2170 typhoon, 2170 to 2175 cyclone, 2175 to 2180 hurricane, 2180 to 2185 typhoon, 2185 to 2190 cyclone, 2190 to 2195 hurricane, 2195 to 2200 typhoon, 2200 to 2205 cyclone, 2205 to 2210 hurricane, 2210 to 2215 typhoon, 2215 to 2220 cyclone, 2220 to 2225 hurricane, 2225 to 2230 typhoon, 2230 to 2235 cyclone, 2235 to 2240 hurricane, 2240 to 2245 typhoon, 2245 to 2250 cyclone, 2250 to 2255 hurricane, 2255 to 2260 typhoon, 2260 to 2265 cyclone, 2265 to 2270 hurricane, 2270 to 2275 typhoon, 2275 to 2280 cyclone, 2280 to 2285 hurricane, 2285 to 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